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- 1. Aircraft observed in the northern section of Oranienburg airfield on 17 July 1951 included: 17 jet bombers; 2 twin-engine aircraft with double rudder assemblies and plexiclass noses; and 5 relatively small planes covered with tarpaulins. (1)
- 2. Three different types of jot bombers were observed. One group had reinforced wing tips, another had smooth wings, while a third group had wing tips with a conspicuously strong reinforcement. (2)
- 3. The following flying activities were observed on 17 July:

Time	Activity	Lircraft
9:10 a.m.	Take-off	l jet bomber
9:12 a.m.	17 17	I high-wing monoplane
9:17 " "	Landing	l jet bomber
9:22 " "	Takooff	l twin-engine plane with double rudder assembly
9:31 " "	Landing	1 jet bomber
9845 11 11	63	1 jet bomber
9:51 " " 10:03 " "	Take-off ^L anding	l jet bomber with heavily reinforce wing tips l high-wing monoplane
10:12 " "	Take-off	Same plane
10:45 " "	ri vi	l jot bomber with red 03 on front side of fuselage
11:07 " "	23 3 7	l jet bombor with heavily reinforced wing tips
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Time	ACTIVITY	Aircraft
11:09 a.m.	Take-off	I jet bomber with rein- forced wing tips and ploxiglass coelpit
11:20 "	YS tY	l jet bomber with red number 03, without plexi- glass cockpit
12:26 p.m.	3F t f	1 jet bomber
12:37 **	Landing	1 jet bomber
1:12 "	Take-off	I high-wing monoplane
1:16 "	Landing	l jot bomber without plexi-
1:39 "	Take-off	1 jet bomber with red 03
1.8113	र्श स	I jet bomber without number and with heavily reinforced wing tips
1:45 p.m. and 2:02 p.m.	११ थ	l twin-ongine plane with double rudder assembly and plexiglass cockpit

25X1B

5. A Dumbo type radar set was observed near the canal on the eastern edge of the field. The set rotated continuously during flying activity at the field. A radio installation with four masts of the same type previously seen in Grossenhain and Brandis was located near the canal south of the Dumbo type radar set. (h) Three war-like trucks, each fitted with an antenna rod h to 5 meters high, were parked at the eastern edge of the field.

25X1X

- 6. During the period from 29 June to 10 July, a tent camp was being set up in the restricted seisse Stadt area in Oranienburg, on both sides of Rudolf -Breitscheid-Strasse, about 100 neters from the air force school. About 20 tents, each approximately 4.5 x h.5 x 3.5 meters, were seen on each side of the street. An acquaintance of source stated that 800 to 1,000 air force ground personnel and air defense personnel were quartered in the tent camp. The newly arrived flying personnel moved into the building called Stab der Fliegor, while the headquarters, previously located there, moved into the opposite building. (5) On 13 July, the tents erected east of Rudelf-Breitscheid-Strasse were transferred to the open area north of the air force school.
- 7. At 1 p.m. on 17 July, a jet bomber fitted with a container at each wing tip was seen in the air for the first time. About 1:30 p.m., nine single-ongine monoplanes landed at the field. On 16 July, passenger car loaded with about 15 air force 25X1B officers, were seen.

25X1X

There was no flying by let bombers until 3:30 parts on 20 July because of unic. wible wedgenes .. ofpine bounted an air bracen, which was fixed at by machine guns from the ground, circled over the field. A road maintenance man stated that parachuting was repeatedly observed over the field, up to three men jumping from one jet bomber. (6)

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9. On 21 July, there was intensive flying at the field throughout the day. Occasionally, six jet bombers were aloft at the same time. Letween 10 and 10:115 a.m. on 23 July, no flights were made. The jet bombers were parked in front of the hangar in an arrangement different from that previously seen. It appeared that new jet bombers had arrived in addition to the 16 previously observed.

10. Observations made during a prolonged period indicate that no flights were made on Mondays. In 21 and 23 July, passenger car jeep were seen in the Weisse Stadt restricted area.

25X1B

11. From 7 a.m. to the afternoon of 27 July, there was intensive flying at the field by jet bombers and individual MiG-15s. Nostly individual flights were practiced, but also formation flyin; in groups of three aircraft was observed. About 2 a.m. a twin-engine plane towing a sleeve target flow over the field. The aircraft that participated in formation flying did not have planticless noses. Aircraft with auxiliary fuel tanks were not observed.

25X1X

25X1B

- 12. Aircraft observed at the field on 31 July included: about 15 jet bombers parked, 2 jet bombers flying, 2 twin-angine low-wing monoplanes, 2 twin-engine transports, and 1 biplane.
- 13. Two types of jet bombers were seen. One type had a plexiglass nose and a plexiglass cockpit fitted above the nose in line with the front of the jets. A plexiglass turret with two gum barrels was seen at the rear of the fuse-lage. A belly turret fitted with a weapon pointing downward at the sear was fitted under the fuselage in line with the cockpit. All the aircraft of this type were fitted with auxiliary wing tip containers about one half or one third the size of the jots. The other type of plane did not have a plexiglass nose, no belly turret, and had no wing tip containers. Nost of the planes of this type had pointed notal noses. All the planes were fitted with two cockpits in tandem with the rear cockpit being elevated. An estimated 400 men, most of them wearing black-bordered blue and red-bordered black epaulets, were staticned at the field.

25X1B

Motor vehicles observed at the field included trucks driven by soldiers wearing black-bordered blue epaulets; truck driven by soldier wearing red-bordered black epaulets; passenger car

25X1B

blue epaulets; and tank truck 2,500 liters.

driven by soldiers wearing black-bordered which had a capacity of about

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25X1B

15. The following flying activities were observed on 23 July:

	the state of the s	out of
Time	Activity	Aircraft
3:20 р.т.	Take-off,	1 jet bombor
3:30 p.m.	19 89	I jet bomber
3:55 p.m.	Landing	1 jet bomber with rod number 02, no plexiglass nose
4:10 p.m.	n	I jet bomber with red number 20, no plexiglass nose

25X1B

All the planes flew over the field. Truck entered the field. An envelope stamped was found near the enterine gate of the field. (7)

16. Detween 4:30 and 6 p.m. on 26 July, there was flying by 1 jet bomber fitted with plexiglass nose and an auxiliary fuel tank, another jet bomber without plexiglass nose with auxiliary fuel tanks, 2 twin-engine aircraft with

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radial engines and double rudder assemblies (larger type); I twinengine aircraft of the same configuration but smaller. The two types of twin-engine planes differed as follows:

- a. The larger type had a circular fuselage section, an obtuse nose, and horizontal wings. The upper side of the fuselage was fitted with plexiglass, had a rear graner's station, and was dark brown in color.
- b. The smaller type had approximately a rectangular fuselage section with rounded off corners, slin nose, dihedral wings no rear gumen's station and was clive drab.

 Both types were semi-high wing monoplanes and fitted with radial engines, three-bladed propellors, nose wheels retracting rearward, straight trailing edge on the elevator assembly, and rudder assemblies of the same shape. The smaller type aircraft had a white 8 on the right side of its rudder assembly, (5)
- 17. The following flying activities were observed between 9 a.m. and 2 p.m. on 28 July:

Time Activity	Aircraft - Aircraft
8:55 a.m. Take-off	I jet bombor .
9:22 11 11 11 11	l jet bomber
9:30 " " " "	5\$ 78
9:32 n n u	64 15
9:34 " " " "	a = a + b + b + b + b + b + b + b + b + b +
9:47 n n	1 conventional plane
9:58 n n	1 jet bomber
10:08 11 11 11 11 11	ff aff .
10:10 " " Landing	1 jet bomber with red
	number 02, no plexiglass nose
10:15 " "	1 jet bomber with red number Ol, no plexiclass nose
10:23 " " Take-off	l jet bomber
10:30 " " Landing	l jet bomber with red number Ol, no plaxiglass nose
10:39 " " Take-off	1 jet bombor
10:146 " " Landing	l jet bomber with red number 01, no plexiclass nose
10:19 u u u	l twin-engine plane with double rudder assembly
10:5), " "	1 jet bomber with red number . 12, 46t plexiglass nose
11:05 " " " "	l jet bomber with red number ll, with plexiglass nose

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Time	Activity	Aircraft
11:08 a.m.	Landing	l jet bomber with red number 16, with plexiglass nose
11:13 "		l jet bomber with red number 18 or 19, with plexicless nese, number only on rudder assembly
11:53 "	n	l jet bomber with red number 28, with plexiglass nose
11:54 "	Ħ	l jet bomber with red number 17, with plexiglass nose
11:55 "	ti .	l jet bomber with red number 15, with pleniglass nose
12:10 p.m.	Take-off	1 jet bomber
12:39 "	Landing	l jet bomber, fitted with auxiliary fuel tanks, plexi- glass nose and had a black vertical stripe on its rudder assembly
12:11 "		Same type of aircraft
12:45 "	99	ff 11 ft

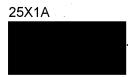
Flying stopped after 12:15 p.m. It was determined that the aircraft fitted with plexiglass noses had a rear gunner's station with two machine guns, while the aircraft without plexiglass noses had no armament in the tail gunner's stations.

13. The following take-offs and landings were observed on 30 July:

Time	Activity	Aircraft
3:43 p.m.	Tako-off	1 jet bomber with red number 18 or 19
3:55 p.m.	tr tr	1 jet bomber with red number 02
h:05 "	Landing	l jet bomber
14208 H	Ħ	l jet bomber
h:12 "	Take-off	1 jet bomber with red number 02
14:20 "	Landing	1 jet bomber
4:29 "	Take-off	1 jet bomber with red number 12
l ₄ :30 "	Landing	1 jet bomber with red number 02
4:31 "	Take-off	1 jet bomber with red number 13
4: 37 "	n n	1 jet bomber with red number 18 or 19

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25X1A

Time	Activity	Aircraft Majorde discourse vices
4:42 pomo	Landing	1 jet bomber
4:57 "	11	l jet bomber
4:58 n	tt	l jet bomber
14:59 "	₹ <u>₹</u>	l jet bomber
5:22 "	Take-off	I jet bomber with red number 02
. · ·		(9)

19. Between 10 a.m. and noon on 2 August, there was no flying. Visibility was about 2 km and the cloud ceiling was about 1,000 meters. Thirteen jet bombers were parked in a line south of the large hangar on the northern edge of the field; Il jet bombers were parked in a line near the intersection of the two runways; and h jet bombers east of the hangar. All the planes were covered with tarpaulins.

25X1A Comments.

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(1) The jet bomber 3/of type 27 and belon; to the regiment stationed at Orandonburg. The total number assigned to this regiment is estimated at about 30. The twin-engine aircraft are presumably Pa-2s or B-25s. The five small planes are possibly fighters temporarily stationed at Oranienburg.

(2) The reinforcements of the wings are auxiliary fuel tanks also observed by other sources. The existence in Oranienburg of a version of the type-27 plane with reinforced wing tips is reported for the first time. The capacity of the auxiliary fuel tanks is still unknown.

25X1B (3) The motor vehicle reported do not indicate a possible change in the occupation of the airfield.

(4) The existence of these radio installations is confirmed. See The radio installation with four masts is an Adoock DF station.

(5) The arrival of an additional air force unit was also reported by another

source. See

Parachuting from type-27 aircraft is reported for the first time. It is possible, however, that parachuting is also practiced from type-27 planes. 25X1B (7) is assigned to the CATB of the bomber regiment in Cranienburg.

The large type presumably is the B-25. The small type cannot be identified. The Pe-2 is ruled out because the craft is reportedly fitted with a nose whoel.

(9) All the numbers on aircraft mentioned in the present report were previously observed. A total of 25 numbers on type-27 planes stationed have been identified. It appears that the numbers from 01 to 09 are assigned to type-27 planes without plexiglass noses.

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